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THE FIVE-YEAR ROAD & BRIDGE PROGRAM

MDOT is responsible for more than 9,700 miles of state trunklines. In 1999, MDOT developed a Five-Year Road & Bridge Program based on feedback from MDOT's customers -- the motoring public, businesses, local governments and legislators. The statewide strategies that guided project selection in the Five-Year Road & Bridge Program were developed by the State Transportation Commission in response to public demand for better roads and increased accountability. The projects included in this program are intended to improve Michigan highways through a coordinated effort to achieve specific long-term goals for the system. All of the

improvements in the Five-Year Road & Bridge Program are based on need, with a specific focus on addressing the worst roads and bridges first. Expenditures represent a balance of long-term fixes (reconstruction or major rehabilitation), intermediate fixes (resurfacing) and short-term fixes. In addition, the program is supplemented with Capital Preventive Maintenance projects to keep good roads in good condition, thus lengthening the time before more costly reconstruction or rehabilitation work is required. The Five-Year Road & Bridge Program is expected to bring nearly 90% of our state roads and bridges to good condition by 2007.

The Five-Year Road & Bridge Program will:

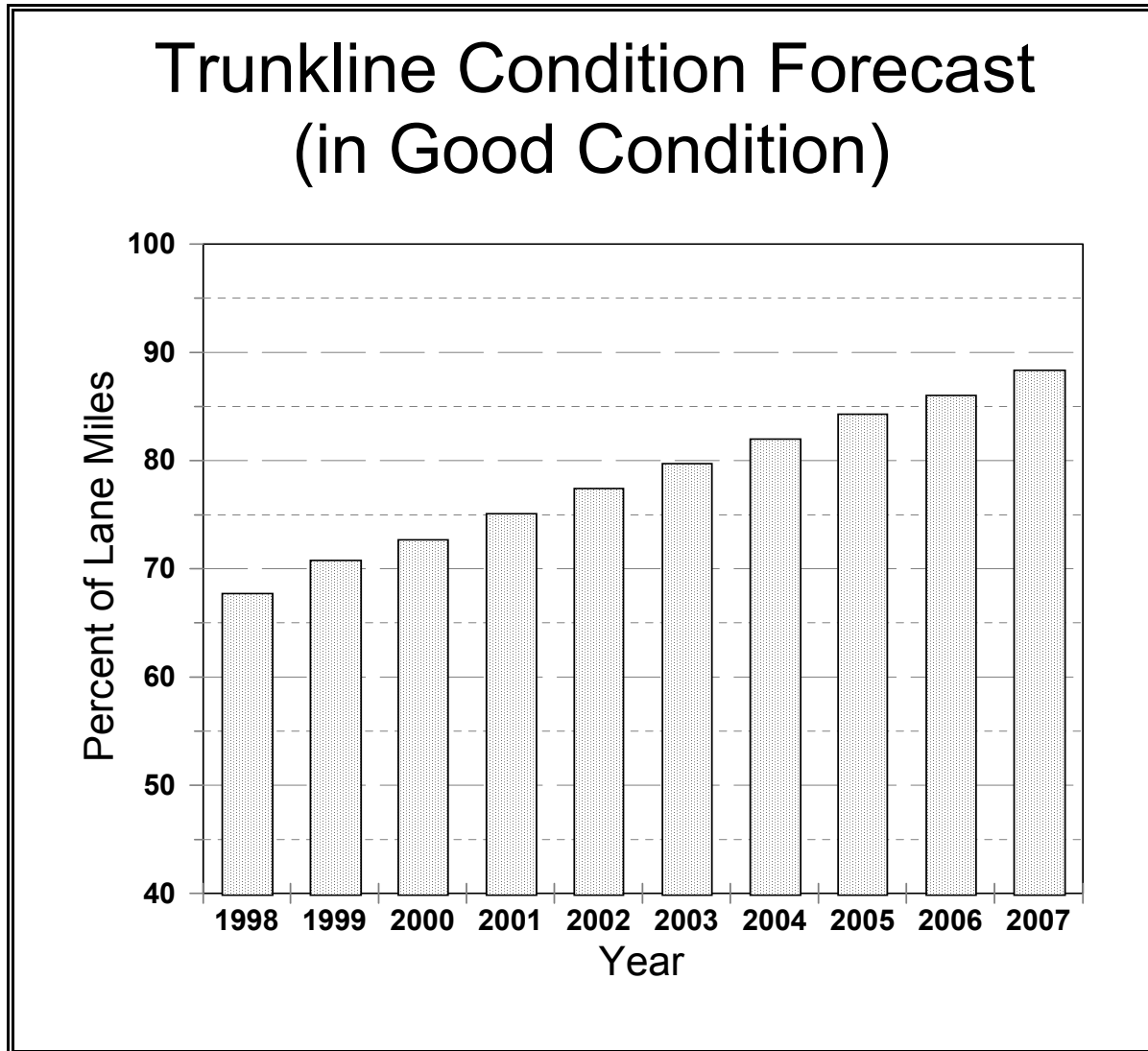
- ✱ Repair and rebuild an average of 370 miles each year for the next five years with a total investment of more than \$1.7 billion on road preservation.
- ✱ Extend the life of more than 1,000 miles of pavement each year through a five-year investment of nearly \$300 million in Capital Preventive Maintenance.
- ✱ Relieve congestion by making \$674 million in capacity and operational improvements over five years along state trunklines essential to the growth of Michigan's economy.
- ✱ Provide approximately \$925 million to repair and rebuild approximately 1,400 bridges.
- ✱ Provide \$549 million in new road construction to expand the system where it is essential to Michigan's continuing economic vitality, where system continuity is an issue, or where the need to relieve existing facilities warrants expansion.
- ✱ Conduct research into proposed new roads, capacity improvement or access management along critical travel corridors. This research includes corridor and freeway studies as well as project-specific research which will provide more detailed information to guide MDOT's investment decisions..

Source: MDOT, Bureau of Transportation Planning and the Office Of Communications

TRUNKLINE PAVEMENT CONDITION FORECAST

MDOT uses the Pavement Management System data, along with the Road Quality Forecasting System, to estimate the future condition of the existing state

trunkline system. With expected funding, the average percentage of pavement in “good” condition is expected to increase to approximately 90% by 2007.



Source: MDOT, Bureau of Transportation Planning and the Office Of Communications